**DTC C1241/41 Low Battery Positive Voltage**

**DESCRIPTION**

If there is a problem with the master cylinder solenoid (skid control ECU) power supply circuit, the skid control ECU outputs the DTC and prohibits operation under the fail-safe function.

If the voltage supplied to terminal IG1 is not within the DTC detection threshold due to malfunctions in parts such as the battery and generator circuit, this DTC is stored.

<table>
<thead>
<tr>
<th>DTC No.</th>
<th>DTC Detecting Conditions</th>
<th>Trouble Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1241/41</td>
<td>When either of following conditions detected: 1. Both of following conditions continue for at least 10 seconds.  • Vehicle speed more than 2 mph (3 km/m).  • IG1 terminal voltage less than 9.5 V.  2. All of following conditions continue for at least 0.2 seconds.  • Solenoid relay remains ON.  • IG1 terminal voltage less than 9.5 V.  • Relay contact open.</td>
<td>• Battery  • Charging system  • ECU-IG fuse  • Power source circuit  • Master cylinder solenoid (skid control ECU)</td>
</tr>
</tbody>
</table>

**WIRING DIAGRAM**

![Wiring Diagram](image-url)
INSPECTION PROCEDURE

NOTICE:
When replacing the master cylinder solenoid, perform zero point calibration (See page BC-24).

1 INSPECT BATTERY

(a) Check the battery voltage.
   **Standard voltage:**
   11 to 14 V
   **OK**
   **NG** CHECK CHARGING SYSTEM

2 READ VALUE OF DATA LIST (IG VOLTAGE)

(a) Connect the intelligent tester to the DLC3.
(b) Turn the ignition switch on.
(c) Turn the intelligent tester on.
(d) Select "DATA LIST" mode on the intelligent tester.

DATA LIST: ABS/VSC

<table>
<thead>
<tr>
<th>Item</th>
<th>Measurement Item : Range (Display)</th>
<th>Normal Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>IG VOLTAGE</td>
<td>ECU power supply voltage : TOO LOW / NORMAL / TOO HIGH</td>
<td>TOO HIGH: 14 V or more</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NORMAL: 9.5 V or 14V</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOO LOW: Below 9.5 V</td>
</tr>
</tbody>
</table>

(e) Measure the voltage output from the ECU displayed on the intelligent tester.
   **OK:**
   "Normal" is displayed.
   **NG** Go to step 4

3 RECONFIRM DTC

(a) Clear the DTCs (See page BC-45).
(b) Drive the vehicle at a speed of 2 mph (3 km/h) or more for 10 seconds or more.
(c) Check if the same DTC is detected (See page BC-45).

Result

<table>
<thead>
<tr>
<th>Result</th>
<th>Proceed to</th>
</tr>
</thead>
<tbody>
<tr>
<td>DTC output</td>
<td>A</td>
</tr>
<tr>
<td>DTC not output</td>
<td>B</td>
</tr>
</tbody>
</table>

**B END**
INSPECT FUSE (ECU-IG)

Driver Side J/B:

(a) Remove the ECU-IG fuse from the driver side J/B.
(b) Measure the resistance.

Standard resistance:
Below 1 Ω

NG
CHECK FOR SHORTS IN ALL HARNESSES AND CONNECTORS CONNECTED TO FUSE AND REPLACE FUSE

CHECK HARNESS AND CONNECTOR (GND TERMINAL CONTINUITY)

Skid Control ECU (harness side connector):

(a) Disconnect the skid control ECU connectors.
(b) Measure the resistance.

Standard resistance

<table>
<thead>
<tr>
<th>Tester Connection</th>
<th>Specified Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4-1 (GND1) - Body ground</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>A4-32 (GND2) - Body ground</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>A5-4 (GND3) - Body ground</td>
<td>Below 1 Ω</td>
</tr>
</tbody>
</table>

NG
REPAIR OR REPLACE HARNESS OR CONNECTOR
OK

REPLACE MASTER CYLINDER SOLENOID